## STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION **STRUCTURES REPRESENTATIVE'S REPORT** HC-0010 (CUSTOMIZED)

JOB STAMP

04-0120M4 (04-00000022) 04-SF-80-1.6/2.7 San Francisco Oakland Bay Bridge Oakland Touchdown - Phase 2

REPORT NO.	100	То			DATE September 12, 2012	M T <b>W</b> Th F S S
SHIFT HOUR	START	07:00	STOP	17:30	TEMPERATURE	
WEATHER	Overcas	t				

- 1. Muthana, Design Branch 16, will look into epoxying additional dowels where the extension is short of the plan dimensions. With the 400 dowel extension, a possible solution is to hook the bar over a longitudinal bar and add additional reinforcing steel.
- 2. Sent a request to Design to consider the use of CISS piles for the high mast light pole foundations similar to that used on the OTD Detour CMS Sign foundation. We currently have steel shells purchased and stored on the 5<sup>th</sup> Avenue project site.
- 3. Falsework discussion with Hubert Wong, Reveiwer. Noted the changes that will be required to have they falsework ready for approval.
- 4. Cadre will be complete with their models today. Pier 22R has two sheets requiring revisions. Todd Dudley will check with Al on the drains and shop drawings. Will have placement drawings for all locations by week's end.
- 5. Spoke with Todd regarding the drainage shop drawings. It looks OK but he has a question for Cadre.
- 6. L&W provided a painted plate for color verification. Defering to METS and the Architect.
- 7. Meeting with CalOSHA Victor Salazar, Samir, Tim, Chris Kirkham, Scott McAllister
  - a. Discussed the upcoming demolition projects OTD, Cantilevers, 504/288 spans.
  - b. Chris and Scott concentrated their concerns with work on lead abatement by painters. The 1537 regulations do not trump the Engineering Control requirements since it refers to 1531 which has been removed and now refers to 5144.
  - c. They are emphasizing the need to use abatement procedures or to consider alternative means such as hydraulic shearing. They cite the Merced River bridge which was brought down in 2 days using shears.
  - d. We indicated that abating the steel at the OTD limits would require many nights of work under lane closures.
  - e. CalOSHA is OK with the use of long torches and fume control methods. In general are comfortable with torching in elevated areas.
  - f. Emphasis on the use of administrative controls and keeping exposures down for work crews.